The New York Times gives the fol-pring additional particulars of the news of the crew of the Hylton

On Tuesday, while the rescued boat's mow of the ill-fated steamer Hylton Duetle were on their way to the city and were sorrowing for the supposed less of their twelve shipmates, whom they left behind them some miles out at hea on Monday morning, a fishing-mack was seen off Fire Island heading to the westward. In the tow of to the westward. In the tow of the same was a large white boat, lich resembled the missing boat from Hylton Castle, and on the deck of

The smack was seen yesterday morning off Sandy Hook, and the life-saving crew at that point went out to her and learned that she had rescued the missing boat's crew when the men, in an almost exhausted condition, were in an almost exhausted condition, were alowly drifting to an awful death. The life-saving crew returned to Sandy Hook and telegraphed the good news to the city. The smack, which proved to be the Stephen Woolsey, Captain N. S. Keeney, was taken in tow by the tug Rambler, which started toward the city with her. The fishing-vessel was soon afterward hailed by the tug Millard, Captain Phill. Dick, which took off the rescued men and landed them at Castle Garden shortly before noon. They at Garden shortly before noon. They at Garden shortly before noon. They at once proceeded to the British Consulate, where they were told to go to the Sailors' Home, in Cherry street. Here they were welcomed by their old shipmates, who made the Fire-Island beach on Monday, and all hands sat down to a bountful dinner.

vin's boat seem to have had a more tryvin's boat seem to have had a more try-ing experience than these who were in the mate's boat. Several of the former were badly frost-bitten, and one of them went to the hospital during the after-noon. When, shortly before daylight on Monday, Captain Colvin gave orders to abandon the sinking Hylton Castle, the two boats were lowered into the was easily done, as the starboard rail-ing was already under water. Into the larger boat, which the captain had decided to take, were thrown two beakers of water, two cans of meat, and a small bag of bread. The chief engineer, second mate, boatswain, carpenter, five firemen, and four seamen got into this boat. Seven men then got into the smaller beat. Soon after darkreak the mate stepped into the daybreak the mate stepped into the smaller boat, and Captain Colvin sprang into the larger. For some time the two boats tossed about among the seas to leeward of the wreck, which rolled from side to side and buried its head beneath the waves at frequent intervals, when at length the battered wreck raised its stern into the air and plunged downward into the ocean, the seething vortex which marked the place where it had disappeared nearly swamping the captain's boat. In trying to row into smoother water two of the six oars in the boat were broken.

The two boats headed in the direc-

The two boats headed in the direc-tion of the Fire-Island light-house, which rose above the herizon to the northward. The sea was rough, and the wind, though light, was bitterly cold. It was evident that the captain's boat was ever-crowded. A consultaered to take two of the captain's men. The boats came alongside each other, and two seamen tumbled from the cap-tain's boat into that commanded by the nate. One of the cans of meat was brown after the two sailors. The mate's thrown after the two sailors. The mate's boat, being the lighter of the two, drew ahead of the other boat. The latter broke two more of her oars in struggling through the confused seas and this left her only two oars with which she could make scarcely any headway. The mate's boat forged steadily ahead, and soon she could only be seen now and then, rising on the crest of some distant wave. Then she was lost sight of altogether. The second mate took the tiller of the captain's boat and held her head in the direction in which the lighter boat had disappeared. The two oars

boat had disappeared. The two oars which remained were kept going, but they gave the boat but little headway. The spar and sail which had been placed in the boat were thrown overboard in order to lighten her. Spray dashed over the boat and froze until it became coated with ice inside and out. Occa-

coated with ice inside and out. Occasionally a sea would be shipped, and the men would hurriedly bail this out. Only one man in the whole boat's crew had oilskins. The others would have been drenched had not the water froze before it could penetrate their garments. Several of the men kept their hands and feet constantly in motion in order to keep them from being frost-bitten. The second mate held the tiller under his arm until the spray had under his arm until the spray had formed a mass of ice which fastened his under his arm until the spray had formed a mass of ice which fastened his sleeve securely to his coat. Still the brave man held his post for hours. Others effered to take the tiller, but he refused to part with it. At length the ice completely covered him, and he showed signs of exhaustion. He then had to be dragged away from the tiller. His boots had frozen to the bottom of the boat, and he was frozen fast to his seat. After another man had taken his place as much of the ice as possible was knocked and scraped from his clothing. The spray freze on the captain's whiskers until the latter were joined fast together over his mouth. Others who caught the suray became covered with ice. All suffered intensely from the cold. The men looked around in vain for passing vessels. Some looked forward hoping to see the mate's boat, but the latter was mile nearer to the shore than the little ice-clad shell in which they floated. Occasionally the vapor, which frequently apread in clouds over the horizon, hid the tall tower of the Fire-Ialand lighthouse, but this was still miles away.

the House of Representatives, and that he will retire from the service of the state in Congress at the end of the presentative to grow even colder, but oars news still kept going. One of them was handled by a sailor called Pete, who assend to be the only one in the server gave up his oar. The boat was has headed toward the far-off debt fewer. Some of the men wanted to return to the wrack, and make the boat fast to the spark if there were any above water, but the contain discussed them from this plan. To the more hearful it essents that the boat was handled by a sailor called Pete, but fast to the spark if there were any above water, but the contain discussed them from this plan. To the more hearful it essents that the boat was make the bad sarvesty made any headway. But not can of the brave little crew gave up have, grean whan the red sun sank the past of the principles of the Constitution as defined and expounded by the fathers of the Democratic faith." With the expiration of his present term Mr. Tucker dealers has 100 pc. B2 R.—R. 20 pc. B3 R.—R. 20 pc. B4 pc. B

hand. The men were surprised to find it apparently so near them. After rowing for a while they fancied themselves close to the Fire-Island shore and almost within hailing distance of the lighthouse. They yelled themselves hourse, but received no answer. Then they thought that the inmates of the lighthouse were asleep and that no one was on the lookout. It did not occur to them at first that the vapor on the water had produced something similar to a mirage, and that they had been deceived about their distance from the Fire-Island light. At length they stopped crying for help, and, with a feeling akin to hopelessness, drifted aimlessly for some time.

Shortly before 9 o'clock in the evening the men were fast becoming ex-

shortly before 9 o'clock in the evening the men were fast becoming exhausted. Several had been frost-bitten. Suddenly they observed a small light, toward which they headed. As they made toward it they shouted lustily. They thought for a time that it was a lighthouse. Their shouts were unanteresting the state of the shoutes were unanteresting. swered, however, and they feared a repetition of their recent experience. They did not dare to row any nearer the light for fear that they might be caught in the surf and swamped. Soon they discovered that their boat was drifting directly toward the light, and in a few minutes they discerned the out-lines of a vessel to which the light belonged. The stranger proved to be the fishing-smack Woolsey. She grew larger and larger until they could make out that she was at anchor.

"Throw your painter around her cable!" cried Captain Colvin. One of the men tried to obey this order, but failed. The boat was drifting by the smack. "Help, there on board the schooner!" cried the boat's crew. A man sprang to the side of the smack and threw a line to the mer in the boat. They caught it and in a moment found themselves alongside the smack. The latter's crew were now on deck, and they assisted the exhausted men out of their boat. Three were so badly frost-bitten that they had to be lifted on deck. The man who threw the line to the drifting boat was Samuel Kee-

ney, a cousin of Captain Keeney, and the mate of the smack.

The half-frozen survivors of the Hylten Castle were taken down into the cabin, where they found a hot stove. A warm supper was immediately prepared for them by their rescuers, who took off their own clothes and offered them to the half-frozen seamen. The smack was about six miles from Fire island when she picked up the boat's crew. Captain Keeney was not ready to return from his cruise, but in order to land the rescued people he took up his anchor Tuesday morning and set sail for this port. J. Thompson, one of the firemen of the Hylton Castle, had his fingers very badly frozen. J. Rees, one of the sailors, was the man who was sent to the hospital yesterday after-

The boatswain exhibited his silver whistle on his arrival at the Sailors' Home, and said with considerable glee that that was the only thing which he had saved from the wreck. She ship-wrecked men will be provided with clothing by the British Consul and will be sent to their homes. A subscription was started for them yesterday and by evening it had reached nearly \$200. Captain Colvin denied yesterday the statement that the Hylton Castle was overloaded. Her lines, he insisted, were not under water.

RICHARD PARKS BLAND, Chairman of the Committee on Coinage, Weights, and Measures.

silver coins to the nominal value of at

Missouri, is a Kentuckian, having been born at Hartford, Kentucky, August 19, 1835. He received an academic education. At the age of twenty he removed



into the State of Missouri. From thence he extended his travels to California and to a portion of what then was Utah Territory, which is now known as the State of Nevada. He settled down

the State of Nevada. He settled down at Virginia City, where he opened an office and began the practice of law. In common with the majority of his wide-awake neighbors commanding the necessary means, he became interested in mining matters.

Mr. Bland was county treasurer of Carson county, Utah Territory, from 1860 until the organization of the State government of Nevada. In 1865 he returned to Missouri, locating at Rolla, where he entered into a law partnership with his brother. He removed to Lebanon, his residence at the present time, four years after, and continued his practice there. Mr. Bland was elected to the Forty-third Congress, and has been elected to every subsequent one.

Mr. Tucker to Retire. Hon, J. Randolph Tucker, member of Congress from the Tenth district of Virginia, has addressed a letter to his con-stituents, in which he states that he will not be a candidate for reelection to the House of Representatives, and that

ZUKERTORT WINS A GAME. Compelled to Resign After

The second game in the chess match between Steinitz and Zukertort for the chempionship of the world was set down to take place Wednesday, and a little after 2 o'clock in the afternoon both the chempions appeared at Cartier's Hall, in Fifth avenue, where a chess avenue, where a

tier's Hall, in Fifth avenue, where a fair number of chess experts and amateurs were already waiting for them. Steinitz looked somewhat careworn, while Zukertort seemed fresher and more confident. After exchanging remarks with their friends, the contestants sat down to the chess-table.

It being Steinitz's first move, he opened with the Scotch gambit, P.—K4. It was replied to in regular manner, and then the white king's knight leaped into the arena to attack the advanced skirmisher. A black knight rushed to meet the enemy, and then Steinitz sent out another skirmisher to Q4. An exchange of pawns followed, and then the champions brought out the remainder of their cavalry. Several of the spectators were somewhat surthe spectators were somewhat sur-prised to see Steinitz begin the game with the Scotch gambit, remarking that such an opening almost always re-sulted in a draw. A few thought that the reason was because Steinitz did not feel himself, and preferred drawing to losing a game, while others were of the opinion that he did not want to discourage Zukertort by two defeats in succession in the early part of the

Steinitz began manœuvring with his horse, whereupon Zukertort invoked the influence of the Church by leading down a mitred ecclesiastic, who impelled a white knight to stand guard over his king. The cavalry onslaught, however, was not checked, for the white queen's knight pierced through a black horseman, but in turn suffered a humiliating death at the hands of a colored private. This last move, how-ever, doubled the black pawns and gave Steinitz an opportunity to bring out a bishop to Q3, but Zukertort pushed forward a pawn, and then there was another exchange of riflemen. Neither of the champions had an enviable position, and they immediately took the precaution of castling.

"It is anybody's game now," was the remark made by several experts at this stage of the game, so evenly were the contestants matched. Steinitz returned to the attack with his bishop to K-Kt5, threatening the remaining black knight and with apparently sinister designs upon the Ethiopian queen. Zukertort simply moved forward a pawn to Q-B3. His opponent then seemed to change his tacties to an attack upon the black king's wing, as he made his charger wheel around to K2, and then to K-Kt3, while Zukertort advanced

upon the white bishop.

Here a long pause ensued. The fight began to be serious. Some predicted that Steinitz would take the black knight and let his bishop go, while others felt sure that he would withdraw his prelate, as he still had a use for him. The latter prophets guessed right, for Steinitz withdrew him to Q2. Zukertort was developing a strong attack. He ordered his knight forward to Kt5, and with heavy artillery in the rear threatened mate. The large hall was gradually filling up with visitors, and a sea of upturned faces eagerly scanned the large recording chess-board against the wall. In their minds they figured out all the combinations that would be formed in the next three or four moves. Steinitz evidently regarded the situation as serious, for he Mr. Bland is the father of the act of Congress under the provisions of which bishop on K2.

position of his second bishop by placing him under cover of a piece of royal artillery. Down came the black bishop brandishing his crook at the rook, but when the latter was placed in his rear and promised to send him to kingdom-come he did not turn to look back, but

made a bee-line for R3.

Then Steinitz again thought his situ ation was still critical. He moved B-B 3. This was his eighteenth move. and ended his first hour, while Dr. Zukertort had only spent forty minutes in making his moves. But now the little Doctor's time for thinking had come, as it would not do to be too impetuous in the attack against such a skilful enemy, who was already embarrassing him. He moved P-K B 4, and thus protected a dangerous point with a rook. Thus the contest kept on, becoming hotter and hotter, new Cukertort hemming in Steinitz, and then the latter, by ingenious and unexpected manœuvring, extricating himself in a miraculous manner. On the thirtyper, and soon after 8 o'clock the fight was renewed. Gradually, but steadily, Zukertort deployed his pawns, supporting them with artillery, and Steinitz, in spite of his skill more type of my convictions. pelled to resign after the forty-sixth move. The next game will be played

to-morrow afternoon record of the game	
STEINITZ.	ZUKERTORT.
White.	Black.
1 P-K4	P-K4
2 Kt.—KB3	Kt. to QB3
3 P-Q4	PxP
4 Kt. x P	Kt.—KB3
5 Kt.—QB3	B-QKt.5
6 Kt. x Kt.	Kt.P x Kt.
7 B—Q3 8 P x P	P-Q4 PxP
9 Castles	Castles
10 B-KKt.5	P-QB3
11 Kt.—K2	B-Q3
12 KtKKt.3	P-KR3
13 B-Q2	KtKt.5
14 B-K2	Q-R5
15 B x Kt.	BxB
16 Q—QBsq	B-K7
17 R-Ksq	B-R3
18 B—B3	P—KB4
19 R-K6	QR—Qsq
20 Q-Q2	P-Q5 R-Q2
21 B—QR5 22 R x B	RxR
23 B—Kt.4	Q-B3
24 RQsq	R-Q4
25 B x R	QxB
26 Kt.—R5	Q-Ksq
27 Kt.—B4	B-K4
28 P-KR4	P-B4
29 P—R5	R-K5
30 P-QB3	Q-Kt.sq
31 P—KKt.3	Q-K4
32 Kt.—Kt.6	Q-Q3
33 Kt.—B4	P-Q6
34 P—QKt.3	P-B5 K-R2
35 R—QKt.sq 36 K—R2	Q-QKt.3
37 K-Kt.sq	B-Kt.2
38 R-Kt.2	Q-B3
39 P—KB3	Q-B4ch.
40 Q—B2	R-K8ch.
41 K-R2	Q x Qch.
42 R x Q	BxP
43 P-KKt.4	B-K7
44 KtKt.2	P-Q7

80-cent silver dollar. To this Mr. Stanford replied, as he took a silver dollar from his pocket: "I have a proposition to make to you. You say this dolfar is to make to you. You say this dolfar is worth only 80 cents. I will give you 991 cents each for 100,000 of them. If this dollar is worth only 80 cents you will have a splendid opportunity to make \$19,500 by accepting my proposition." Senator Stanford says that gold-standard senator did not accept the offer and did not appear to find at once any means of answering this novel style of argument.—New York World.

ALBERT S. WILLIS,

Speaker Carlisle has appointed Albert S. Willis, representative from the Fifth district of Kentucky, chairman of the Committee on Rivers and Harbors.

Mr. Willis is an honored resident of Louisville, with the interests of which

he has been identified from the time when he first entered upon public life.

Albert S. Willis was born in Shelby Albert S. Willis was born in Shelby county, Kentucky, January 22, 1843. He received a common-school education supplemented with attendance at the Louisville Male High School, from whence he was graduated when seventeen years of seventeen to be seventeen was a seventeen teen years of age. During the next four years he taught school, and gave more or less attention to the study of law with the view to take a more shining position than that of a pedagogue in the common schools. Having saved sufficient money for the purpose, he entered the Law School of Louisville. He graduated with the class of 1866, was admitted to the bar, and began the practice of his profession, to which he has been constant since that time.

The young lawyer earned fame wide as the limits of his native State during the presidential campaign of 1872,



when he stumped the State in the Democratic interest. Two years previously he had been elected attorney fer Jeffersen county. He was re-elected to the same office in 1874, and held it until his election to the House of Representatives at Washington. His industrious services in Congress began with the Forty-sixth, and have been

To the People of the Tenth Congres-sional District of Virginia:

It is proper for me at this early day to announce to the voters of the Tenth congressional district of Virginia that I shall not be a candidate for re-election to the House of Representatives, and that I shall retire from the service of the State in Congress at the end of the present term, and devote the remainder of my life to my profession.

It has been my wish for several years silver coins to the nominal value of at least two millions dollars are made every month. This gives the special interest to his appointment in the congressional committees which has been noted.

Richard Parks Bland, of Lebanon, to retire from this position to which I tion of 1884, and the State election of 1885, in the issues of which I was main in public life and participate in those contests. They have resulted in the triumph of the Democratic party in the Union and in Virginia, and an administration of the governments of both under Democratic leadership has been secured. I feel, therefore, that I may now retire from the field, though duty forbade me to leave it, when defeat was possible and victory had not been se-

In dissolving the relation of representative to such a constituency, I should be unworthy of the position I have so long held, did I not express to you my grateful sense of your generous confidence in my devotion to the princi-ples of the Democratic party, and in my fidelity to the interests and rights of my constituents. "I have kept the faith" I pledged to you when I was first a candidate, and while I make no claim to anything but a consistent maintenance of what I believe to be the true constitutional policy for the country, and to an honest desire to dishonesty of my convictions, assure me that my course has received your ap-proval, and has been sanctioned by your intelligent judgment. In parting with you I declare that I

In parting with you I declare that I firmly believe the hope of liberty and progress for the people is in a strict adherence to the principles of the Constitution as defined and expounded by the fathers of the Democratic faith. To this I publicly avowed my devotion when I entered your service—by this I have become the addressered to be swided. have honestly endeavored to be guided in my political action—and to this creed I shall tenaciously hold as long as I

I cannot forget in this passing moment that for eight years I was honored by the hearty support of counties and a city not now in the district which elected me to this Congress—Bedford, Botetourt, Campbell, and Lynchburg. (I name them in their alphabetical order; I gratefully remember them without discriminations) To the generous and manly people of the old Sixth and new Tenth district, I tender the sentiments of my unchangeful affection and esteem. May the blessings of liberty and prosperity and peace ever dwell in your I cannot forget in this passing moprosperity and peace ever dwell in your homes, and throughout our Mother Commonwealth, and may the Union, of Commonwealth, and may the Union, of which Virginia is a member, be the source of good-will with other nations, of peace and pregress to each and all of the States, and an example of liberty and free institutions, and of honest and good government to the world.

I bid you farewell!

Your friend and fellow-citizen,

J. R. TUCKER.

RESPECTABLE DRUGGISTS never DESPECTABLE DRUGGISTS never the deceive the public, but beware of the Cheap John druggists who offer you a planter called "Capaions." "Capaion," "Oapuein." "Oapuein." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion." "Capaion. "And tell you it is substantially the same as the genuine Benson's Capaine Planter, or even better. They ask less for the initiation, for it costs less; but six a remedial agent it is absolutely worthless. The proputation of Benson's as the only planter possessing scinal and high curative gualities is the result of many years' experiment and homerable dealings on the part of the proputators; and 5.000 physicians, pharmacists, and druggists endorse it as the best ever made.

Ja 15-F. SaaTu

OOK! LOOK!! LOOK!!! In order to reduce my large stock of PANCY GOODS.

I will allow a discount of 20 PEB CENT. on all goods for sixty days.

Js 18-cod2m H. H. WALLACE,

TF YOU EXPERIENCE A BAD tests in the mouth, sallowness or rellow color of all is, feel stupid and droway, appertite unsteady, frequent headache or dizainess, you are "billous," and nothing will arous your liver to action and streagthen up your system like Dr. Pierce's "Golden Medical Discovery," By druggists.

Medical Discovery." By druggists.

"Inp't that Mrs. Holmes? I thought the dectors gave her up. She looks well now." "the twell. After the doctors gave up her case she tried Br. Plerce's 'Favorite Prescription,' and began to get better right away. I heard her say not long ago that she hadn't leit so well in twenty years. She does her own work, and says that life seems worth living, at last. 'Why, said she, 'I feel as if I had been raised from the dead, almost.' Thus do thousands attest the marvellous efficacy of this God-given remedy for female weakness, prolapsus, ilceration, leucorrhos, morning sickness, weakness of stomach, tendency to cancerous disease, nervous prostration, general debility, and kindred affections.

AGENTS WANTED .- WE WANT A GENTS WANTED.—WE WANT a good live man in every important sity in the Finited States to act as permanent agent for three distinct classes of goods manufactured by us. A bonanza for men of ability and good references. THE MORATH COMPANY, 268 west Fifth afrect. Cincinnati. O. ja 15-1t

WANTED, TO SELL 1 BLACK Walnut Chamber Suit, I Parior Suit, 1 Painted Chamber Suit, I Parior Suit, 1 Marble-Top Side-Board, Hat-Rack, Oak Extension-Table, and other bousehold goods. An early applicant will get bargains for cash. Address CASH. Carrier 21, city. ja 15-1t*

WANTED, PURCHASERS FOR V 7.000 head of nice Green Cabbage, to be sold at auction, at our store, at 1 o'clock To-Day. R. H. FOX & CO., 1510 Main street,

WANTED, A WOMAN TO AS-Apply at 105 North Fifth street, between Grace and Franklin. WANTED, A SITUATION AS

Prescription Clerk by an experienced druggist. Best references can be given. Address R., No. 36 Sixth and Cabell streets, Lynchburg, Va., or this office. is 15-11-21 WANTED, TO BUY A SECONDwww.hand Still with capacity of 20 to 25 gallons whiskey per day. Must be in good order and low for cash. Address W. X. Y., care Dispatch office, Richmond, Va. ja 15-21.

WANTED, EVERYONE TO KNOW W that a few more copies of the "Souvenir Baton" can be had at Johnston" 918 Main street—price only 10 cents per copy: also, 10,000 pieces of new, fresh Sheet-Music at only 10 cents apiece; also, Books, Stationery, Magazines, and Newspapers allowest rates. WANTED, A SITUATION TO

VV travel for a Tobacco House in the Southwestern States; Mississippi and Ala-bama preferred; best references. Address J. B. S., Dispatch office. ja 13-34*

WANTED, EVERYBODY TO be purchased at \$4, \$4, 50, and \$5 per ton. Every ton is weighed on the scales of the company. If your dealer cannot or will not furnish you it is because he is making more money on some other coal and not because the coal he selis you is cheaper or better. You can get the best coal for the least or by postal.

JAMES R. WERTH.

Ja 12 Superintendent and Treasurer.

WANTED, A SITUATION BY A rudinents of Music. References given and required. Address Miss E., care of Carrier 6, Richmond, Va.

CAR-BUILDERS.—WANTED, AT
Huntington, West Va., experienced

CAR-BUILDERS.—WANTED, AT
Huntington, West Va., experienced
Freight-Car Builders. Steady Job. Address
THE ENSIGN MANUFACTURING CO...
Ja 16 8t Huntington. West Va.

WANTED, A FARM OR COUNTRY Storehouse in Virginia. In exchange for unencumbered Baltimore city
property. Address. FARMER, Post-Office
box 58, Richmond, Va.

Ja 12,15,17,19,22,24&31 A REDUCTION OF 20 PER CENT.

on CHINA AND ALL OTHER GOOL for sixty days.

ja 15-cod2m H. H. WALLACE. DELINQUENT LAND SALES.

OFFICE OF COUNTY TREASURER, AMELIA C. H., VA., Dec. 31, 1885. The lists of Lands delinquent for State and county taxes, from 1865 to 1885, have been ent me by the Auditor of Public Accounts for redemption and sale. Unless redeemed I will sell the same at the FEBRUARY TERM of Amelia County Court, The books are open for examination at my office.

P. B. CROWDER, in 1.F6W Tressurer Amelia county. Ja 1-F6w Trensurer Amelia count

TAILORS AND CLOTHIERS. HAVING TO MOVE ON THE

1st of March I will up to that
date make up my present stock AT
COST FOR CASH. This is a fine opportunity to buy GOOD CLOTHING at a
low price.

JOHN LATOUCHE.

ja 15-cod

HAVANA CIGARS. Just landing one case CONCHAS ELE-GANTES CIGARS, from the factory of Lo-

pez y Garcia, Havana-our own importa-TRUSTEE'S SALE.

All Whom It May Concern :

To All Whom It May Concern:

This is notice that on the evening of the 7th day of January, 1886. I have taken possession of the STOCK OF MEKCHANDISE in the store No, 1533 east main street, in this city, conveyed to me as trustee by Jacob Lewit, immediately after the recordation of the deed, and I have appointed the following as my clerks and salesmen until ferther notice-to wit. Jacob Lewit, Bernard Bottigheimer, Maggie Wrenn. Celesta Augustine, Julius Lewit, Bernard Raylor, Irene Morston, and Soi, Bottigheimer, to conduct the retail trustee's sakes of the stock of goods, consisting of a large assortment of DRY GOODS, DRESS GOODS, WOOLLEN GOODS, SOISTINESS GOODS, WOOLLEN GOODS, SLANKETS, CARPETS, &c., MILLINERY GOODS, GENTLEMEN'S AND LADIESY FURNISHING GOODS, NOTIONS, TOYS, JEWELRY, in fact a large and well-assorted stock and variety of goods, usually kept in a first-class establishment. We seil at and below cost to positively and speedily wind up the trust.

TEENSS: Cash. W. M. COLE.

FOR SALE, THE LARGE IRON-VAULT DOOR AND FRAME and all the Bar-Iron, Bolts, &c., used in the construction of the vault at John H. Tyler & Co.'s; also, Marble Tilling. A great bargain to an immediate applicant.

J. THOMPSON BROWN & CO., ja 13-3t 1113 Main street.

DENTISTS. WOOD & COWARDIN, have removed their office to

No. 407 EAST MAIN STREET. (ap 18-eod)

JOHN MAHONY, DENTIST. (formerly Wayt & Mahony.)

OFFICE: 625 Main street, between Sixth and Seventh, Richmond, Va. oc 1-eod HENRY C. JONES, D. D. S.

ED. P. WRIGHT, D. D. S.

DRS. JONES & WRIGHT,

DENTAL OFFICE,

9154 MAIN STREET, RAST.

Office hours: 9 A. M. to 6 P. M.

LIME, CEMENT, &c. LIME! LIME!! LIME!!!

Just arrived, schooner Alfred Keen, with a fresh supply of ROCKLAND LIME, for sale very low. Fresh ROSENDALE and PORTLAND (imported) CEMENTS, CALCINED PLASTER. MARBLE-DUST, CATTLE-HAIR, SAVAGE FIRE-BRICK and CLAY, just received. just received.
Our celebrated "ANCHOR" LIME always on hand fresh.
WARNER MOORE,
Foot Seventeenth street, Corn-Mesl, Lump
and Ground Plaster, Sumso, and Bark.
de 31

WOOD AND COAL P. LATHROP & CO., COAL AND No WOOD.—Crown-Hill Splint-lump and hall; superior Anthracite—egg stove chemut, and broken sizes. Forest Pine Wood—long, sawed, and split. Purchaser can rely on getting cleau, perfectly-prepared coals.

S. F. LATHEOP & CO.,
Seventeenth street at Draw-Bridge.
Telephone 94.

DOCKBRIDGE ALUM WATER. To insure the above in a PURE state and the REAL article, parties should address JAMES A. FRAZIER, Hockbridge Alum Springs, Va. no 18-F3m BOOK AND JOB PRINTING

NEATLY DONE
at the
DISPATCH PRINTING-HOUSE.

By E. B. Cook, Auctions No. 24 Ninth street,

HOUSEHOLD FURNITURE.

AUCTION SALES-Future Days.

CONSTABLE'S SALE OF THE following goods to satisfy a distress-warrant in my hands, at the Forks of the Rond, Tuckahee township, Henrico county, Va., on the 16TH OF JANUARY, 1886, at 11.

By N. W. Bowe,

By R. B. Chaffin & Co.,

Real Estate Auctioneers, No. 1 north Tenth street.

COMMISSIONER'S AUCTIONSALE

Smith, for, &c., vs. O'Briens. | Decemb

By virtue of the decree in the above

causes the undersigned, commissioner ap-pointed for the purpose, will sell separately by public auction, on the premises, on

SATURDAY, JANUARY 16, 1886.

Real Estate Auctioneers, No. 1 north Tenth street,

SATURDAY, JANUARY 23, 1886,

RY FOR SALE.—By virtue of a deed of trust executed to the undersigned by the RICHMOND VIRGINIA WOOLEN-MILL on July 1, 1884, and recorded in the Clerk's office of Henrico county, Va., being requested thereto by the holders of all the bonds and coupons secured thereby and by the company itself, we shall proceed at 12 o'clock M., on

THURSDAY, JANUARY 28, 1886,

THURSDAY, JANUARY 28, 1886,
to sell at public auction, on the premises,
the entire PLANT of the said company, consisting of a LOT OF GROUND in the county of Henrico, adjoining the city of Richmond, at the intersection of Oak and Racon
streets, containing about 2 1-6 ACRES;
one-story Brick-and-Wood Mill Building,
146 by 158 feet, with tin-roof and Brickand-Iron Boiler house, 32 by 40 feet, attached; one 85-horse power Lawrence Engine; one 100-horse power Steel Boiler; two
sets of 60-inch Cards; thirty broad Looms;
and other machinery in proportion; all comparatively new and in first-rate order.

Terms: Made known at the day of sale,
For detailed information, list of machinery,
Xe., apply to P. H., BASKERVILL, Secretary, Post-office Box 27, Richmond, Va.
JOHN H. GUY,
DAVID N. WALKER.
Trustees,

de 1-1.4.8 11.15,18,22,25,29,Jan 1,5,8,12, 15,18,22,25,28-18t

RICHMOND, VA., December 12, 1885.

WE BEG TO INFORM OUR PATRONS that we have moved our
place of business to the large and commodious store No. 1404 EAST MAIN STREET,
where we shall be pleased to see and to
serve our customers.

Very respectfully,
de 16-1m H. BRUNHILD & BROTHER.

RICHMOND, VA., January 1, 1886

HICHMOND, VA., January 1, 1886.

H AVING QUALIFIED AS EXECUTOR of the estate of D. SPENCER
WOOLDRIDGE, deceased, I hereby notify
all persons having claims against the said
estate to present them, properly authenticated, to me for payment; and all persons
indebted to the same to pay to me promptly.

E. B. MEADE, Executor.

ja 1-F4t 1115 east Main street.

L. W. BILLUPS & SON,

1506 EAST MAIN STREET (under St. Charles
BURIAL-CASES, SHROUDS, and FUNERAL CONVEYANCES furnished at all
hours. Telegraph ordersattended to day or
night. Telephone No. 448.

J. T. CHRISTIAN

T. UHRISTIAN,
FURNISHING
UNDERTAKER.
No. 1216 RAST BROAD STREET,
RICHMOND, VA.
Telephones. | Offices, No. 68.
Residence, No. 128.
Orders promptly executed. Prices moderate.

FOR YEARS IT HAS BEEN my habit, after the rush of Christmas trade and while taking stock in January, to make a clearing sale, as many articles are unsuitable to carry

over to next season; so I will give bargains not often met with. Come and see D. BUCHANAN, Goldsmith. de 27 No. 111 east Broad street.

L. T. CHRISTIAN,

Shears, O'Briens.

ja 12

BAILBOAD LINES.

NORFOLK AND WESTERN RAIL-SCHEDULE IN EFFECT NOVEMBER A UCTION SALE OF APPLES.--I

22, 1686.

LEAVE RICHMOND

10:49 A. M. Daily, etc Richmond and Petersburg railroad. Arrive Petersburg 11:30 A. M.; leave Petersburg 11:30 A. M.; leave Petersburg 12:35 P. M. daily; arrive at Norfolk 3:20 P. M.

8:35 A. M. Daily, except Sunday, etc Richmond and Petersburg 9:30 A. M.
No. 3 leaves Petersburg 9:30 A. M.
No. 3 leaves Petersburg 9:30 A. M.
M. for Farmville, Lynchburg, Roanoke, Bristol. Knoxville and all points South and West, and all points South and Westersburg 3:30 P. M. Leave Petersburg 3:30 P. M. Leave Petersburg S:40 P. M. daily, arriving Norfolk 6:10 P. M.

8:00 A. M. Daily, except sunday, etc Richmond and Alleghapt railroad. A will sell TO-DAY at 1 o'clock sharp, at my store, 50 deast Main street, 50 barrels CHOICE APPLES. All purchasers invited to attend. Also, at Chempane and Ohio railway depot, at 2 o'clock, car CHOICE OABBAGE. L. POWERS, ja 15-11* AT AUCTION.—WE WILL SELL
7,000 head of NICE GREEN CABBAGE at 1 o'clock sharp at our store TODAY.

ja 15-1t*

Agent.

1510 Main street.

8:00 A. M. Daily, except Sunday, via Richmond and Alleghany raifroad,
Arrive at Lynchburg 2:00 P. M.,
connecting with train No. 3,
leaving Lynchburg at 2:10 P.
M. daily for all points South
and West. and West.

6:00 P. M. Daily, except Sunday, via Richmond and Alleghamy railroad.

Arrive at Lynchburg 3:30 A. M.

(sleeper Richmond to Lynchburg), connecting with train leaving Lynchburg at 6:40

A. M.

Va., on the 16TR OF JANUARY, 1886, at 11.
A. M.: One Kiln Green Brick, 30 cords
Wood, 5.000 Stock-Brick, 600 Common
Bricks, 1 Brick Machine, 3 Mud-Wheels, 4
Frame Sheds, 24 Wheelbarrows, 23 BrickMoulds, 1 lot Lumber about yard, 2 FlueCroppers, 1 Chain, 1 Roller, 1 Two-Horse
Wagon, 1 Feed-Cutter,
TERMS: Cash.
ja 14*
Constable Henrico County, A. M.
PULLMAN SLEEPING-CAR ACCOMMODATIONS.

No. 1—Richmond to Lynchburg, Richmond and Alleghany railroad, and Roanoke
to New Orleans, Chattanooga to Jacksonville, Chattanooga to Memphis.

No. 3—Roanoke to Chattanooga, without

change.
Tickets, baggage checks, and all information can be obtained at Richmond and Petersburg railroad depot, 1000 Main street.
Richmond and Alleghany railroad depot, and 1208 Main street.
General Passenger and Ticket Agent.
JOSEPH H. SANDS.
Ja 8 General Manager, Roanoke, Va. COMMISSIONER'S SALE OF FOUR WEST STALE OF FOUR
WEST SIDE OF PINE STREET BETWEEN SPRING AND OHINA STREETS.
In execution of a decree of the Chancery
Court of Richmond, entered 24th June,
1880, in the suit of "Winstons and als. vs.
Ross, &c., "I will sell by public auction, on
the premises, on
TUESDAY, JANUARY 19, 1886,

DEPARTURE OF STEAMERS.

SPECIAL NOTICE.

OFFICE OLD DOMINION STRAMSHIP Co., January 14, 1886.

Until forther notice FREIGHTS to and from New York will be received and delivered at York-River-depot until 5 P. M. daily.

GEORGE W. ALLEN & CO., ja 15-6t

Agents,

the premises, on TUESDAY, JANUARY 19, 1886, at 4 o'clock P. M., the FOUR VERY HAND-SOME BUILDING LOTS on the west side of Plne street, beginning at a point 38 feet south of Spring street, and fronting together 102 feet, and having a depth of 140 feet to an alley in the rear. These are choice lots, and the tille to them, which was once clouded, has been perfected. Will be soid in four parcels.

TERMS: One third cash, and the residue at six and twelve months, for notes, with interest added and title retained.

GEORGE P. HAW,
Special Commissioner.

N. W. BOWE, Auclioneer. PHILADELPHIA, RICH-MOND AND NORFOLK STEAMSHIP COMPANY.

Appointed salling days: Every TUESDAY and FRIDAY at 12 M., and every SUNDAY at 5 A. M.
Freight for Tuesdays' and Fridays' steamers received till 11:30 A. M.; for Sundays' steamer till 5 P. M. Saturday. Freight received daily till 5 P. M.
Fare. 88.
For further information apply to For further information apply to General Passenger Agent, Office Hocketts, W. P. CLYDB & CO., BOSO General Agents.

TWO INTERESTS IN

BRICK STORE AND DWELLING,
Nos. 108 AND 110 ON WEST SIDE OF
SOUTH EIGHTH STREET,
BETWEEN CARY AND CANAL STREETS
LOT FRONTS 25x50 FEET. OLD DOMINION STEAM-

FOR NEW YORK.

SATURDAY, JANUARY 10, 1886.

O'Brien and J. J. M. O'Brien (being remainders subject to life estate of Mrs. Bridget O'Brien) in the above-described REAL ESCATE. This property is wellocated, near railroad depois, and should rent well.

TERMS: One third cash; balance in two instalments at six and twelve mouths, with

FOR NEW YORK.

Steamers leave Richmond EVERY TUESDAY, FRIDAY, and SUNDAY.

Steamers leave New York for Richmond EVERY TUESDAY, and SUNDAY.

Steamers leave New York for Richmond EVERY TUESDAY, THURSDAY, and BATURDAY at 3 P. M.

Passenger accommodations unsurpassed.

Cabin fare to New York (including meals and berth), \$10; round-trip tickels, \$18; steerage, with subsistence, \$7; without subsistence, \$6.

Freight forwarded and through bills of inding issued for points beyond New York.

Freight received daily until 5 P. M.

Manifest closed on sailing-days one hour before departure.

Passengers leaving Richmond by the Chesapeake and Ohio railway at \$13 A. M. (via Newport's News) and the Richmond and Petersburg railroad at 10;49 A. M. on MONDAYS, TUESDAYS, WEDNESDAYS, THURSDAYS and SATURDAYS will make connections at NORFOLK with the steamers leaving those days.

ROANOKE, Captain COUCH, BUNDAY, January 18th, at 7 o'clock A. M.

OLD DOMINION, Captain SMITH, TUESDAY, January 19th, at 7 o'clock P. M.

WYANOKE, Captain HULPHERS, FRIDAY, January 18th, at 2 o'clock P. M.

GEORGE W. ALLEN & CO., Agents, No. 1801 Main street and Ja 9

Oompany's wharf, Hooketts! Installments at six and twelve mouths, with 6 per cent. Interest from day of sale, notes with approved endorsers to be given for the deterred payments, with interest added and the title to be retained till the further order of the court.

ALEXANDER COKE.

I. Benjamin H. Berry, clerk of the Chancery Court of Richmond, certify that the bond required of the special commissioner by the decrees in said cause has been duly given.

Given under my hand this 12th day of January, 1886.

ja 13

BENJAMIN H. BERRY.

By R. B. Chaffin & Co.,

Real Estate Auctioneers.

ONLY ONE DOLLAR NORFOLK, PORTSMOUTH, AND NEW-PORT'S NEWS.
AND ONLY DIRECT ROUTE WITHOUT TRANSFER OR CHANGE OF ANY KIND,
Second-class tickets still lower. COMMISSIONERS' AUCTIONSALE

OMMISSIONERS ACCITION SALE
OF VALUABLE LANDS AND MILLS
IN CHESTERFIELD COUNTY.—In pursuance of a decree of the Circuit Court of
Chesterfield, entered on the 21st day of
December, 1882, in the suits of Gates vs.
Gates and Gregory vs. Gates. &c. the undersigned commissioners will seil at public
anction, on the premises, on. Second-class tickets still lower.

VIRGINIA STEAMBOAT COMPANY'S
JAMES-RIVER LINE.

FOR NORFOLK, PORTSMOUTH, NEW-PORT'S NEWS, CLAREMONT, AND
JAMES-RIVER LIANDINGS DIRECT;
CONNECTS AT NORFOLK CLOSELY
WITH ALL LINES TO EASTERN
SHORE OF VIRGINIA, OLD PUINT,
BALTIMORE, AND THE NORTH SAME
ATTERNOON;
AT NEWPORT'S NEWS WITH STEAMER
ACCOMAC FOR SMITHFIELD;
AT CLAREMONT WITH ATLANTIC AND
DANVILLE RAILBOAD FOR
WAVERLY, HICKSFORD, AND ALL
STATIONS. at 12 o'clock, the "SEGUIN" TRACF OF LAND, containing 1,002½ ACRES, with the MILLS thereon, formerly belonging to the late William Beverly Gates, lying to Chesterfield county, on the Richmond and Petersburg railroad, and on the main road leading from Blebmand to Chasterina

ONLY ALL-WATER ROUTE. JAMES RIVER BY DAYLIGHT.

Petersburg railroad, and on the main road leading from Bichmond to Chesteriteid Courthouse, and about six miles from Bichmond.

This property will be divided and sold in three parcels—that portion thereof allotted to John C. Goode and wife, consisting of the Mills and about 10½ Acres, and that portion allotted to J. M. Gregory and wife, consisting of the Dwelling-House and 300 and—Acres, and that portion allotted to Judith F. Winfree (formerly Gates), consisting of 500 and—Acres—or a sufficient quantity of said allotments to pay the amounts due from the parties respectively.

TEINS: One third cash; and the residue in equal instalments at six and twelve months, with interest at 6 per cent, per annum from the day of saie.

M. M. GILLIAM, F. M. CONNER.

Ja 1 COMMISSIONES. GREAT TOURIST ROUTE.

JAMESTOWN, DUTCH GAP, AND WAR
SCENERY. SCENERY.

CHEAPEST ROUTE.

RATES MUCH LESS THAN HALF
CHARGED BY ANY OTHER ROUTE.
FARE TO NORFOLK, \$1-NO LIMIT,
WAY-LANDING FARES from 25c, to 31,
Second-class tickets still lower,
FARE TO WAVERLY, \$1.50,
FARE TO HICKSFORD, \$2.25,

FIRST-CLASS MEALS ON EUROPEAN WOOLEN-MILL AND MACHINE-

PLAN.

The elegantly rebuilt and fast steamer AKIEL,
(carrying United States Mail.)

Z. U. GIFFORD. Commander,
leaves Richmond overy
MONDAY. WEDNESDAY. AND FRIDAY
at 7A M. (STREET-CARS CONNECT IN
FULL TIME) for above-named places, arriving at Norfolk at 5 P. M. Returning,
the steamer leaves Norfolk, Portsmouth,
and Newport's News on alternate days,
arriving at Richmond about 4 P. M.
Through tleketson sale on steamer and at
Garber's Agency, 1000 Main street. Baggage checked through
BYATE-ROOMS ENGAGED FOR DAY
OR NIGHT.

OR NIGHT.

FREIGHT.

Freight received daily for Norfolk, Portamouth, Smithfield, Hampton, Waverly, and and Hicksford Vs.; Washington, D. C.; Newbern, Washington, and Tarboro', N. C.; all stations on Atlautic and Danville raliroad, Seaboard and Rosnoke ratiroad, Norfolk Southern ratiroad, and Eastern North Carolina generally; also, for Eastern Shore of Virginia, and all regular landings on James river, at LOWEST EATES, and through bills immed.

Let TATUM, Superintendent; or 20 No. 1109 Main street and Hockstag

FOR RENT.

To a first-class tenant will be offered a fa vorable lease of the valuable and most popular ATLANTIC HOTEL,

MOREHEAD, N. C.,

consisting of a thoroughly-equipped Hotel, Ten-Pin Alley, Bar-Room, Billiard-Room Club-Room, and all other adjuncts, which make it the MOST COMPLETE, LARGEST, AND MOST POPULAR SUMMER RESORT IN THE SOUTH.

This hotel, with improvements, costing more than \$75,000, is in thorough repair, is elegantly and amply furnished, and has been since its construction in 1880 extensively advertised and popularly managed, of the thousands who have visited Morehead not one has left without expressing a desire to return.

With all these advantages and the attractions of the climate, the bathing, the flahing, and the gonuling, it is bound to become, if not already, the

FOREMOST SOUTHERN HEALTH AND SUMMER RESORT.

and presents a better opportunity for successful and profitable management than
any hotel in America.

The hotel, with cottages, will accommodate 750 guests, has about 250 sleeping
apartments, mostly en suste, and all handsomely furnished in ash or cherry, with
water, gas, and electric-bells in each room.
The ball-room one hundred feet square,
is the finest in the south, and the diningroom is simply grand.

The average number of guests during the
season is at least three thousand, from all
the southern States.

season is at least three thousand the southern States.

For illustrated pamphlet. "Morehead City as a Summer Resort," and other information apply or write to VAN B. MOORE, JAMES MOORE, or SPIER WHITAKER, ja 5 Raleigh, N. C.

OYSTERS.

PROPOSALS.

OFFICE OF SUPERT OF CONSTRUCTION,
RICHMOND, VA., January 9, 1886.

SEALED PROPOSALS WILL BE
Preceived at this office until 12 o'clock
noon on the 187H DAY OF JANUARY,
1886, at which time and place they will be
opened in the presence of attending bidders, for furnishing TOOLS AND MATERIALS as per list to be seen at this office.

THOMAS E. POWELL,
JE 10-cod3t

OYSTERS, OYSTERS.

O Handle the BEST OYSTERS

handle the BEST OYSTERS

handle the BEST OYSTERS

handle the BEST OYSTERS.

A TLANTIC COAST LINE. RICEMOND AND PETERSHURG RAILS
ROAD TIME-TABLE.
Ommencing SUNDAY November 22,
1888, trains on this road will run as follows:
TRAINS SOUTHWARD.

84. +8:85 A.M. 0:30 A.M. Accom'odat'n. 48. *10:49 A.M. 11:35 A.M. Through train. 40. *2:48 P.M. 5:25 P.M. Fast Mail. 86. *6:20 P.M. 6:35 P.M. Accom'odat'n. 42. 19:23 P.M. 10:08 P.M. Through train. TRAINS NORTHWARD

No. Petersburg. Richmond.

43. *4:56 A. M. 5:48 A. M. Paet Mail. 33. †7:10 A. M. 5:05 A. M. Accom'odal'n. 45. †10:05 A. M. 10:55 A. M. Throu's train. 85. †12:55 P. M. 1:36 P. M. Accom'odal'n. 47. *8:00 P. M. 6:00 P. M. Through train. *Daily. †Daily (except Sunday).

*Daily. †Daily (except Sunday),
STOPPING-PLACES,
Ros. 46, 42, and 43 make no stops. No.
45 stops only on signal at Chester. Nos. 47
and 48 stop only on signal at Chester. Centralis, and Manchester. Nos. 38, 38, 38,
and 36 stop at all stations for passengers.
PULLMAN-CAR SERVICE.
On trains No. 40 and 45 steeping-cars between Washington and Jacksonville. Fla.
On trains Nos. 47 and 48 steeping-cars between Washington and Jacksonville. Fla.
On trains Nos. 47 and 48 steeping-cars between New York and Jacksonville. Fla.
and between New York and Charleston,
and Alken. S. C.
THE ONLY ALL-RAIL ROUTE TO NOR

THE ONLY ALL-RAIL ROUTE TO NOB.

THE ONLY ALL -RAIL ROUTE TO NOME

LEAVE, FOLK

Richm'd. - 10:49 A. M. | Norfolk... 3:20 F.M.,

Richm'd. - 2:48 P. M. | Norfolk... 6:10 F.M.,

Norfolk... 6:40 A.M. | Richm'd. 10:58 A.M.,

Norfolk... 9:35 A.M. | Richm'd. 10:58 A.M.,

Norfolk... 9:35 A.M. | Richm'd. 1:30 P. M.,

Norfolk and 35 make ciose connection to

and from Farmyille Lynchburg, and southwestern points, and way-stations on the

Norfolk and Western railroad. No. 35 run
ning daily and No. 34 da 15 except Sunday

Buperintendent of Transpateation.

T.M. EMERSON, General Sassonier Agent,

Bol. HAAS. Traiffe Manager. | no. 14 RICHMOND, FREDERICKSBURG

THROUGH ALL-RAIL FAST-FREIGHT LINE TO AND FROM BALTIMORK PHILADELPHIA NEW YORK, AND EASTERN AND WEST-ERN CITIES.

ONLY TWELVE HOURS BETWEEN RICHMOND AND BALTIMORE IN EACH DIRECTION. Correspondingly quick time to other points. Through bills of lading issued at low rates.

Jy 1 General Passenger Agent, RICHMOND AND ALLEGHANS

RICHMOND AND ALLEGHAS
RAILROAD.
SCHEDULE OF TRAINS
IN EFFECT NOVEMBER 92, 1885.
TWO DAILY TRAINS (EXCEPT 80
DAY) RICHMOND AND LYNCHBURG. Through Accom-Mall, modation, Express †No. 1. †No. 3. †No. 9.

Leave 8:00 A M 3:25 P M 6:00 P M

ARRIVE BICHMOND,
8:00 P. M. MAIL daily (except Sunday).
10:05 A. M. ACCOMMODATION daily (except Sunday).
7:40 A. M. NIGHT EXPERSS daily (except Monday).
CONNECTIONS.

At Richmond with associated railways and Richmond Fredericksburg and Potemac railroad; at Lynchburg with Virginia Midjand railway and Norfolk and Westers railroad; at Clifton Forge with Chesapeaks and Ohiorallway; at Lexington with Haltimore and Ohio railroad.

Steeping-car attached to Night Express to Lynchburg.

Trains marked † daily (except Sunday).
Tickets sold to all points. Offices; 120e east Main street, 1000 Main, and at Richmond and Alleghany depot, Eight and Canal streets.

General Passenger and Express Agent.

CHESAPEAKE AND OHIO RAIL-WAY.-NOVEMBER 15, 1886: LEAVE RICHMOND.

7:40 A. M. Through and Local Mail except Sunday. Connects for Lyuct-Sunday, Connects for Lyuctburg.

8:15 A. M. For Newport's News, Old Point: Comfort, and Norfolk daily except Sunday.

8:50 P. M. For Newport's News, Old Point, and Norfolk Except Sunday.

4:00 P. M. R. F. and P. Junetian accommodation, except Sunday.

6:25 P. M. For Louisville and Cincinnat, Fast Express, with through Pullman cars Daily.

ARRIVE RICHMOND.

6:45 A. M. Frem R. F. and P. Junetion

ARRIVE RICHMOND.

8:45 A. M. Frem R. F. and P. Junction
11:55 A. M. From Norfolk. Old Point, and
Newport's News except Sunday.

8:40 P. M. From local points and the West.
except Sunday.
6:20 P. M. From Old Point. Newport's
News and Norfolk daily except Sunday.
6:55 P. M. From Louisvine and Cincinnatt. Fast express daily.
Depot: Seventeenth and Broad streets.
Tickets at 1000 Main street and depot.
H. W. FULLEER.
General Passenger Agent.
WILLIAMS C. WICKHAM, Second VicePresident.

President,

RICHMOND, FREDERICKSBURG
AND POTOMAC RAILROAD.—Schedule commencing NOVEMBER 16, 1885-eastern standard time:

8:00 A. M., leaves Byrd-Street station daily; stops only at Ashland, Junction, Milford, and Fredericksburg. Sleeper to Washington. Leaves Washington. Leaves Washington for New York at 11 A.

11:07 A. M., leaves Byrd-Street station daily except Sunday. Sleeper to Washington for New York at 4:20 P. M., leaves Byrd-Street station dailed to the state of the state of

6:20 P. M., leaves Byrd-Street station da 6:20 P. M., leaves Byrd-Street station daily, Sleeper to New York,

10:29 A. M., arrives at Byrd-Street station daily, Sleeper from New York.

2:50 P. M., arrives at Byrd-Street station daily; stops at Fredericksburg, Milford, and Junction. Sleeper from Washington.

5:08 P. M., arrives at Byrd-Street station daily except Sunday. Sleeper from Washington.

ASHLAND TRAINS.

DAILY EXCEPT SUNDAYS:

DAILY EXCEPT SUNDAYS:

4:00 P. M., accommodation, leaves BroadStreet station; arrives at Assiland at 5 P M.

6:04 P. M., leaves Elba; arrives at Ashiland at 6:44 P. M.

7:50 A.M., arrives at Elba; leaves Ashland at 6:43 A. M.

8:55 A. M., accommodation, arrives at
Broad-Street station; leaves
Ashland at S. A. M.

5:59 P. M., arrives at Elba; leaves Ashland
at 5:12 P. M.

C. A. TAYLOR, General Ticket Agent.
E. T. D. MYRES, General Superintendent. DAILY EXCEPT SUNDAYS:

RICHMOND AND DANVILLE BAILROAD COMPANY.

SCHEDULE IN REFECT SUNDAY, DE CEMBER. 6, 1885. LEAVE RICHMOND,

LEAVE RICHMOND,

2:00 A. M. — (Through-Passenger Mail daily)— For all stations between Richmond and Danville, connecting at Greensbory' for Raileigh, Goldsbory', and points on Salem Branch; Fayetteville and all C. F. and Y. V. local points and at Capriotte for Columbia and the Southeast; also for Atlanta, New Orleans, and Southwest.

Pullman Sleeper, Richmond to Greensbory', Panville to Augusta without change, and Danville to New Orleans without change, and Danville to New Orleans without change.

Danville to New Oricans withone change.

S:85 P. M.—(Through Passenger, daily)—
Stops at all stations, connecting at Keysville for all points
on Richmond and Meckienburg railroad (daily exceptSunday); at Greensboro for all
points on Salem Branch; at
Salisbury with W. N. C. railroad; at Atlanta for Jacksonville, Fis., New Oricans, and
Southwest.
Puliman Buffet Sleeper, Danville to Atlanta, Greensboro to
Asheville, Atlanta to New
Oricans.

ville to Atlanta, Greensboro to
Asheville, Atlanta to New
Orleans.

2:46 P. M.—(York-River Passenger, daily)
Stopa at all stations and connects at West Point (daily except Sunday) with steamer for
Baltimore and points North.

6:00 P. M.—(Bon All Accommodation
daily except Sunday) for Coal
field.

7:10 A. M.—(York-River Freight—from
Twenty-fourth-Streat depoidaily except Sunday)—for
West Point.

ARRIVE AT RICHMOND.

7:00 A. M.—From Atlanta, Goldsboror,
Raleigh, and Intermediate
points (daily).

8:41 A. M.—From Coalfield and Bon All
(daily except Bunday).

4:07 P. M.—From Soliday Saltimore, and points North (daily
except Monday).

4:07 P. M.—From all local stations, Atlanta, New Orleans, and Southwest (daily).

8:20 P. M.—Freight (daily except Bunday)
from West Point.

TICKET OFFICES: 1000 Main street, and
at the Riebmond and Danville railross
depot, Virginia street.

C. W. CHEARS,
Amistant General Passenger Agent.

501. HAAS, Traffic Manager.

E. B. THOMAS, General Manager.

de 5

NEATLY DONE

BOOK AND JOB PRINTING